COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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IN REPLY PLEASE
REFER TO FILE: PD-3

February 3, 2005

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

HOLLYHILLS DRAIN, UNIT 8
SUPPLEMENTAL TO THE ENVIRONMENTAL IMPACT REPORT APPROVAL
SUPERVISORIAL DISTRICT 3
3 VOTES

IT IS RECOMMENDED THAT YOUR BOARD ACTING AS THE GOVERNING BODY OF THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT:

Approve the enclosed Supplemental to the Hollyhills Drain Environmental Impact Report to reflect an alignment change for Unit 8 and to find that implementing the project changes will not create new or more severe significant effects not considered in the project's Environmental Impact Report.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Public Works owns and maintains extensive flood control facilities to provide flood protection for residents within the County of Los Angeles. As part of this responsibility, we plan to award a contract to alleviate existing flooding problems.

An environmental impact analysis/documentation is a California Environmental Quality Act requirement that is to be used in evaluating the environmental impacts of this project and should be considered in the approval of this project. As the project administrator, we are also the lead agency in terms of meeting the requirements of the California Environmental Quality Act.

This Supplemental to the Hollyhills Drain Environmental Impact Report addresses proposed changes to the alignment of Unit 8 of Hollyhills Drain, wherein the drain alignment is shifted out of West Knoll Drive, Sherwood Drive, La Cienega Boulevard, and Waring Avenue into the adjacent Rosewood Avenue and Orlando Boulevard. The new alignment reduces traffic disruption impacts on La Cienega Boulevard without increasing or creating new impacts to the residents on the local streets.

Implementation of Strategic Plan Goals

This action is consistent with the County's Strategic Plan Goal of Service Excellence. By implementing the proposed improvements, residents of the County will be provided with enhanced flood protection in the project area, thus, improving quality of life in the County.

FISCAL IMPACT/FINANCING

There will be no impact on the County's General Fund. The estimated cost for the project is $13 million. This project will be included in the Proposed Fiscal Year 2005-06 Flood Control District Fund Budget. A construction contract will be advertised for bids at a later date, contingent on your approval.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

This Supplemental to the Environmental Impact Report is necessary to address the realignment of Hollyhills Drain, Unit 8. Based upon the Initial Study of Environmental Factors, the Supplemental to the Environmental Impact Report determined that the project will not have any additional impact on the environment. Therefore, approval of the Supplemental to the Environmental Impact Report is requested at this time.

ENVIRONMENTAL DOCUMENTATION

The California Environmental Quality Act requires public agency decision makers to document and consider the environmental implications of their action. On January 31, 1995, your Board approved the Environmental Impact Report, and on September 29, 1998, a Supplemental Environmental Impact Report was approved for the Hollyhills Drain project.

This Supplemental to the Environmental Impact Report was prepared pursuant to and in compliance with Section 15163 of the California Environmental Quality Act.

A Notice of Determination will be filed in accordance with the requirements of Section 21152(a) of the California Public Resources Code.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The project will not have a significant impact on current services or projects currently planned.

CONCLUSION

Please return one approved copy of this letter to us.

Respectfully submitted,

DONALD L. WOLFE
Acting Director of Public Works

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C050990
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Enc.

cc: Chief Administrative Office
County Counsel

HOLLYHILLS STORM DRAIN

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

State Clearinghouse Number 94051066

Lead Agency: County of Los Angeles Department of Public Works
900 South Fremont Avenue
Alhambra, California 91803

November 2004

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LIST OF TABLES AND FIGURES

EXECUTIVE SUMMARY

The County of Los Angeles Department of Public Works prepared an Environmental Impact Report for the Hollyhills Drain. The Environmental Impact Report was adopted by the County of Los Angeles Board of Supervisors for all eight units on January 31, 1995. A Supplemental Environmental Impact Report was approved on September 29, 1998, to address changes in the design for Units 6 and 7. Addendums were also approved on January 17, 2002, and April 13, 2004, to reflect minor changes in the alignment of Unit 7 and Unit 8, respectively. During the final design of Unit 7 and Unit 8, which revealed the presence of high groundwater and artesian conditions in the area, it was shown that open trench construction would require special shoring and pressure grouting. Also, in evaluating various challenges related to the soils condition during the construction of the pilot project Unit 8A, we have proposed a revision in the storm drain alignment (Attachment A).

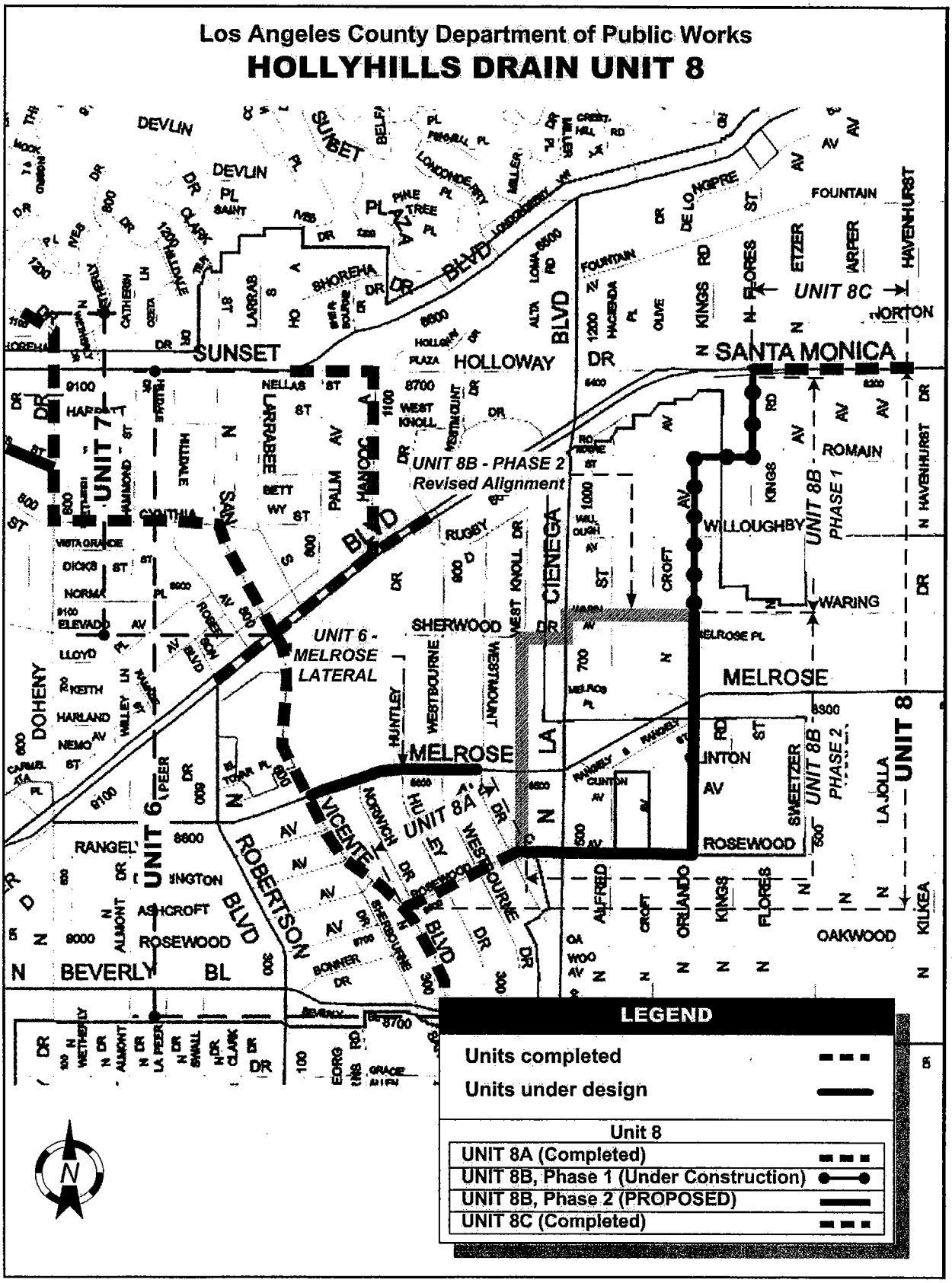
The proposed project will provide substantially increased flood protection for areas with deficient storm drain systems. Vehicular and pedestrian safety during storms will be increased and protection of private property against flooding will be enhanced.

This Supplemental Environmental Impact Report analyzed issues of air quality, noise, and transportation/circulation and addressed the breakdown phasing and revised realignment of Unit 8. The analyses did not find any new significant impacts, other than those already discussed in the Final Environmental Impact Report, due to the construction of the storm drain. Additional mitigation measures were included to reduce the construction impacts.

Unit 8 is comprised of 8A, 8B, and 8C. Unit 8, parts A and C have already been constructed. We propose to construct the Unit 8B portion of Unit 8 in two phases with Phase 1 to begin at the intersection of Orlando Avenue and Waring Road and extend northerly from Waring Road to Romain Drive, then extend easterly on Romain Drive from Orlando Avenue to Kings Road, and then northerly on Kings Road from Romain Drive to Santa Monica Boulevard. The original alignment of Phase 2 began on Rosewood Avenue at West Knoll Drive extending northerly along West Knoll Drive to Sherwood Drive and continued easterly along Sherwood Drive to La Cienega Boulevard then extending northerly along La Cienega Boulevard to Waring Avenue and then easterly to Orlando Avenue. The proposed revised alignment of Phase 2 would begin on Rosewood Avenue and extend easterly from West Knoll Drive to Orlando Avenue and then northerly on Orlando Avenue from Rosewood Avenue to Waring Road. (See attached map depicting the original alignment and the proposed realignment.)

Construction of Phase 1 is currently underway, and the construction of Phase 2 is anticipated to start in August 2005.

ATTACHMENT A



1.0 PROJECT DESCRIPTION

1.1 Project Background

The County of Los Angeles Department of Public Works prepared an Environmental Impact Report for Hollyhills Drain. The project involves construction of a storm drain consisting of eight units over a reach of approximately eight miles. The Environmental Impact Report was adopted by the County of Los Angeles Board of Supervisors for all eight units on January 31, 1995. Units 1 through 7, with the exception of the Melrose lateral, have been constructed, and Unit 8 is currently under construction.

During the preparation of the Environmental Impact Report, the alignment for Unit 8 was preliminary and analyzed based on that alignment. Final design of Unit 8 revealed the presence of high groundwater and artesian conditions in the area and that open trench construction would require special shoring and pressure grouting. It was subsequently determined that the construction method for the revised alignment would incorporate microtunneling[1]. Microtunneling is a process that uses a remotely-controlled Microtunnel boring machine combined with the pipe-jacking technique to directly install pipelines underground in a single pass. The new alignment does not reduce the flood protection for the area.

This Supplemental was prepared pursuant to, and in compliance with, Section 15163 of the California Environmental Quality Act guidelines and discussions. The supplemental only address the changes in Unit 8 that were not previously analyzed.

1.2 Project Location

The proposed location of Unit 8B is in Rosewood Avenue, Orlando Avenue, Romaine Street, and Kings Road. Table 1-1 provides information of size and types of drain for Unit 8.

1.3 Existing uses Adjacent to Drain Route

In general the land use surrounding Rosewood Avenue, Orlando Avenue, Romaine Street, and Kings Road include a mix of commercial and residential properties and a school (intersection of Rosewood Avenue and Alfred Street).

1.4 Phasing and Project Schedule

Construction of Unit 8B-Phase 1 is currently underway, and construction of Unit 8B-Phase II is anticipated to start in August 2005.

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[1] http://www.kerrconstruction.com/serv04-microtunneling.htm

Unit 8 Project Description by Phases

Unit 8A

The downstream segment of Unit 8 on Rosewood Avenue from San Vicente Boulevard to West Knoll Avenue (Unit 8A) has been completed.

Unit 8B

Construction of the central portion of Unit 8, Unit 8B, has been divided into two phases. Unit 8B-Phase 1 begins at the intersection of Orlando Avenue and Waring Road and extends northerly from Waring Road to Romain Drive, extends easterly on Romain Drive from Orlando Avenue to Kings Road, and extends northerly on Kings Road from Romain Drive to Santa Monica Boulevard. Unit 8B-Phase 2 begins on Rosewood Avenue and extends easterly from West Knoll Drive to Orlando Avenue then extends northerly on Orlando Avenue from Rosewood Avenue to Waring Road.

Unit 8C

The City of West Hollywood constructed the upstream portion of Unit 8 on Santa Monica Boulevard (Unit 8C) from Kings Road to Havenhurst Drive. Unit 8C was constructed by the City as part of its Santa Monica Boulevard reconstruction and also minimized overall impacts to the community.

Table 1-1

UNIT 8:
Rosewood Avenue, Orlando Avenue, Romain Street, Kings Road, and Santa Monica Boulevard

Location	*Section*	*Size and Type of Drain**
Rosewood Avenue (San Vicente Boulevard to Huntley Drive)	**8A**	6' X 11' RCB
(Huntley Drive to West Knoll Drive)		7' X 10' RCB
Rosewood Avenue (West Knoll Drive to La Cienega Boulevard)	**8B**	108" RCP
(La Cienega Boulevard to Orlando Avenue)		96" RCP
Orlando Avenue (Rosewood Avenue to Romain Street)		84" RCP
Romain Street (Orlando Avenue to Kings Road)		78" RCP
Kings Road (Romain Street to Santa Monica Boulevard)		36" RCP
Santa Monica Boulevard (Kings Road to Havenhurst Drive)	**8C**	36" RCP

* Sizes and types were refined during final design.

2.0 INITIAL STUDY

The following pages contain the Environmental Checklist Form for the proposed revision to Hollyhills Storm Drain, Unit 8. The form is marked with findings as to the environmental effects of the project in comparison with the findings of the Hollyhills Drain Final Environmental Impact Report dated December 1994. A checked box in Columns 1 through 3 shall require additional environmental analysis and/or a subsequent or supplemental Environmental Impact Report.

This comparative analysis has been undertaken, pursuant to the provisions of CEQA, to provide a factual basis for determining whether any changes in the project, any changes in circumstances, or any new information since the Hollyhills Drain Final Environmental Impact Report was certified, require additional environmental review, or the preparation of a subsequent or supplemental Environmental Impact Report.

2.1 ENVIRONMENTAL CHECKLIST FORM

1. Project Title: Hollyhills Drain, Unit 8

2. Lead Agency Name and Address: County of Los Angeles Department of Public Works, 900 South Fremont Avenue, Alhambra, California 91803

3. Contact Person and Phone Number: Ms. Sarah D. Scott (626) 458-3916

4. Project Location: Cities of Los Angeles and West Hollywood. Specifically, the proposed drain starts from the intersection of Rosewood Avenue and San Vicente Boulevard, extending easterly along Rosewood Avenue to Orlando Avenue, then extends northerly along Orlando Avenue to Romaine Street. The alignment continue along Romaine Street from North Orlando Avenue to North Kings Road, extending northerly along North Kinds Road, and ends at the southern side of Santa Monica Boulevard (See attached map depicting the original alignment, and the proposed realignment.)

5. Project Sponsor's Name and Address: County of Los Angeles Department of Public Works, 900 South Fremont Avenue, Alhambra, California 91803

6. General Plan Designation: Cities of Los Angeles and West Hollywood

7. Zoning : Commercial and Medium/High-Density Residential Development

8. Description of Project: Public Works prepared an Environmental Impact Report for the Hollyhills Drain. The project involves construction of a storm drain involving eight units over a reach of approximately eight miles. The Environmental Impact Report was adopted by the Board of Supervisors for all eight units on January 31, 1995. During the preparation of the Environmental Impact Report, the alignments for Units 6, 7, and 8 were preliminary but completely analyzed.

   A Supplemental Environmental Impact Report was prepared and approved on September 29, 1998, to address changes to Unit 6 and 7 that were not discussed in the original Environmental Impact Report.

   The analysis for Units 8, which is located in the Cities of Los Angeles and West Hollywood, revealed that realigning 1,200 feet of the storm drain from Orlando Avenue to Kings Road would increase the efficiency of the storm drain on Kings Road. An Environmental Impact Report addendum was approved on April 13, 2004, to address the storm drain change in alignment.

   Due to the presence of high groundwater and artesian conditions in the area, open-trench construction required special shoring and pressure grouting. Various construction-related challenges were revealed during construction of a portion of Unit 8, which made it necessary to make subsequent revisions in the storm drain alignment. Public Works is preparing a supplemental Environmental Impact Report to address these changes in Unit 8 and the phasing of the project. Section 15163 of the California Environmental Quality Act guidelines provides that the lead or responsible agency may prepare a supplement to an Environmental Impact Report, referred to as a Supplemental Environmental Impact Report, rather than a subsequent Environmental Impact Report if any of the conditions described in Section 15162 would require the preparation of a subsequent Environmental Impact Report and if only minor additions or changes would be necessary to make the previous Environmental Impact Report adequately apply to the project in the changed situation. The California Environmental Quality Act guidelines require that a Supplemental Environmental Impact Report contain only the information necessary to make the previous Environmental Impact Report adequate for the project as revised.

9. Surrounding Land Uses and Setting: In general the land use surrounding Rosewood Avenue, Orlando Avenue, Romaine Street, and Kings Road include a mix of commercial and residential properties and a school (Rosewood Avenue Elementary School, 503 North Croft Avenue).

2.2 ENVIRONMENTAL ANALYSIS AND EXPLANATION OF CHECKLIST RESPONSES

2.3 AIR QUALITY-Would the proposal:

d) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact. The Final Environmental Impact Report analyzed the air quality impacts of Unit 8 along its original alignment, including its impacts on sensitive receptors, and concluded that the short-term air quality impacts on sensitive receptors could not be mitigated to below a level of significance. That quantitative analysis does not change as a result of the realignment. New sensitive receptors along the realignment on Rosewood Avenue and Orlando Avenue may be subjected to dust and construction equipment emissions during construction of the realignment. The impacts on these sensitive receptors would be the same as that already discussed in the Final Environmental Impact Report. Project specifications would require the contractor to control dust by appropriate means such as sweeping and/or watering and comply with all applicable air pollution control regulations. This supplemental does not change the analysis and conclusions in the Final Environmental Impact Report. The impact is considered to be less than significant since exposure would be temporary and precautions will be taken to mitigate exposure of pollutants.

e) Create objectionable odors affecting a substantial number of people?

Less than significant impact. Objectionable odors may be generated by diesel trucks used for the construction of the project. New sensitive receptors along the realignment may be subjected to these odors. These types of odors will be short-term and temporary. This supplemental does not change the analysis and conclusions in the Final Environmental Impact Report. Therefore, the impact of creating objectionable odor is considered less than significant.

Mitigation Measures from the Final Environmental Impact Report

The short-term construction impacts on air quality in the area will remain significant after mitigation (Final Environmental Impact Report, page 2.2-10.). As a result of the realignment, construction will take place in a more residential setting with a school also in the project vicinity. However, the quantitative air quality analysis in the Final Environmental Impact Report would change somewhat in a positive way due to construction of the drain by microtunneling. Accordingly, there is a small change to the previous analysis or conclusions.

Refined Project Mitigation Measures

There are no new significant impacts associated with the new alignment. However, with the construction of the storm drain using microtunneling, there should be slight reduction in noise to sensitive receptors.

Supplemental Findings

Major Environmental Impact Report Revisions Not Required

Based on the foregoing analysis and information, there is no evidence that major changes to the Final Environmental Impact Report are required. Comparison of the original alignment with the realignment as described above indicates that there is no new significant environmental impact and that the realignment would have the similar impacts as those described in the Final Environmental Impact Report.

The Final Environmental Impact Report concluded that short-term noise impacts on sensitive receptors could not be mitigated to below a level of significance. The Final Environmental Impact Report required noise mitigation measures as set forth on pages 2.4-7 to 2.4-9. This supplemental does not change the noise analysis, conclusions, or mitigation measures in the Final Environmental Impact Report.

No Substantial Change in Circumstances Requiring Major Environmental Impact Report Revisions

There is no information in the record or otherwise available that indicates that there are substantial detrimental changes in circumstances that would require major changes to *Hollyhills Drain Environmental Impact Report.*

No New Information Showing Greater Significant Effects than in Hollyhills Drain Environmental Impact Report

This Initial Study/Supplemental has analyzed all available relevant information to determine whether there is new information that was not available at the time *Hollyhills Drain Environmental Impact Report revisions* was certified that may indicate that a new significant effect may occur that was not reported in *Hollyhills Drain Environmental Impact Report.* Based on the information and analysis above, there is no substantial new information that there will be a new significant impact requiring major revisions of *Hollyhills Drain Environmental Impact Report.*

No New Information Showing Ability to Reduce Significant Effects in Hollyhills Drain *Environmental Impact Report*

The analysis above shows that there are no alternatives to the project or additional mitigation measures that must be considered to substantially reduce one or more of the significant effects identified in *Hollyhills Drain Environmental Impact Report.*

2.4 NOISE-Would the proposal result in:

A) Exposure of persons to or generation of noise levels in excess of standards established in local general plan or noise ordinance, or applicable standards of other agencies?

Less than significant impact. The Final Environmental Impact Report analyzed the noise impacts of Unit 8 along its original alignment, including its impacts on sensitive receptors, and concluded that the short-term noise impacts on sensitive receptors could not be mitigated to below a level of significance. That quantitative analysis changes slightly as a result of the realignment. New sensitive receptors along the realignment may be subjected to increased noise during construction of the realignment. The realignment will be subject to existing noise ordinances and standards set by the United States Occupational Safety and Health Administration. The contractor will be required to comply with the construction hours specified in the County Noise Control ordinances. Noise levels along the project improvements will return to current levels after construction is complete. The construction method using microtunneling slightly changes the analysis and conclusions in the Final Environmental Impact Report.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact. The Final Environmental Impact Report concluded that short-term noise impacts on sensitive receptors could not be mitigated to below a level of significance. Construction of the proposed project would require the use of equipment that would generate groundborne vibration or groundborne noise vibration. As discussed above, slight changes in the noise analysis, conclusions, or mitigation measures in the Final Environmental Impact Report are expected.

Mitigation Measures from the Final Environmental Impact Report

The Final Environmental Impact Report concluded that short-term noise impacts on sensitive receptors could not be mitigated to below a level of significance. The Final Environmental Impact Report required noise mitigation measures as set forth on pages 2.4-7 to 2.4-9. This supplemental does not change the noise analysis, conclusions, or mitigation measures in the Final Environmental Impact Report.

Refined Project Mitigation Measures

There are no new significant impacts associated with the new alignment. However, with the construction of the storm drain using microtunneling, there should be reduction in exposure to pollutants by sensitive receptors.

Supplemental Findings

Major Environmental Impact Report Revisions Not Required

Based on the foregoing analysis and information, there is no evidence that major changes to the Final Environmental Impact Report are required. Comparison of the original alignment with the realignment as described above indicates that there is no new significant environmental impact and that the realignment would have the similar impacts as those described in the Final Environmental Impact Report.

The Final Environmental Impact Report concluded that short-term exposure to pollutants by sensitive receptors could not be mitigated to below a level of significance. The Final Environmental Impact Report required air quality mitigation measures as set forth on pages 2.2-8 through 2.2-10. This supplemental does not change the noise analysis, conclusions, or mitigation measures in the Final Environmental Impact Report.

No Substantial Change in Circumstances Requiring Major Environmental Impact Report Revisions

There is no information in the record or otherwise available that indicates that there are substantial detrimental changes in circumstances that would require major changes to Hollyhills Drain *Environmental Impact Report.*

No New Information Showing Greater Significant Effects than in Hollyhills Drain Environmental Impact Report

This Initial Study/Supplemental has analyzed all available, relevant information to determine whether there is new information that was not available at the time *Hollyhills Drain Environmental Impact Report revisions* was certified that may indicate that a new significant effect may occur that was not reported in *Hollyhills Drain Environmental Impact Report.* Based on the information and analysis above, there is no substantial new information that there will be a new significant impact requiring major revisions of *Hollyhills Drain Environmental Impact Report.*

No New Information Showing Ability to Reduce Significant Effects in Hollyhills Drain Environmental Impact Report

The analysis above shows that there are no alternatives to the project or additional mitigation measures that must be considered to substantially reduce one or more of the significant effects identified in *Hollyhills Drain Environmental Impact Report.*

2.5 TRANSPORTATION/TRAFFIC-Would the proposal:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Less than significant impact. The Final Environmental Impact Report also concluded that overall traffic impacts from the entire drainage project could not be mitigated to below a level of significance in the short term (Final Environmental Impact Report, page 2.7-65). That quantitative analysis changes as a result of the realignment because the realignment moves construction from busy streets to less busy streets and, therefore, reduces the overall traffic impacts but does not reduce them below a level of significance as analyzed in the Final Environmental Impact Report. The realignment construction may cause minor delays in traffic due to limited access during construction in the short term. This supplemental does slightly change the analysis and conclusions in the Final Environmental Impact Report as there will no longer be open-trench construction.

Mitigation Measures from the Final Environmental Impact Report

The Final Environmental Impact Report concluded that short-term traffic impacts could not be mitigated to below a level of significance. The Final Environmental Impact Report required traffic mitigation measures as set forth on pages 2.7-59 to 2.7-65. This supplemental does change the traffic analysis, conclusions, or mitigation measures in the Final Environmental Impact Report.

Refined Project Mitigation Measures

There are no new significant impacts associated with the new alignment. However, with the construction of the storm drain using microtunneling, there should be less impact to the traffic.

Supplemental Findings

Major Environmental Impact Report Revisions Not Required

Based on the foregoing analysis and information, there is no evidence that major changes to *Hollyhills Drain Environmental Impact Report* are required. Comparison of the previous project with the project as described in Section 1.0

of this document indicates that there is no new significant environmental impact and that the change in drain alignment would have the same impacts as those described in *Hollyhills Drain Environmental Impact Report.*

No Substantial Change in Circumstances Requiring Major Environmental Impact Report Revisions

There is no information in the record or otherwise available that indicates that there are substantial detrimental changes in circumstances that would require major changes to *Hollyhills Drain Environmental Impact Report.*

No New Information Showing Greater Significant Effects than in Hollyhills Drain Environmental Impact Report

This Initial Study/Supplemental has analyzed all available relevant information to determine whether there is new information that was not available at the time *Hollyhills Drain Environmental Impact Report revisions* was certified that may indicate that a new significant effect may occur that was not reported in *Hollyhills Drain Environmental Impact Report.* Based on the information and analysis above, there is no substantial new information that there will be a new significant impact requiring major revisions of *Hollyhills Drain Environmental Impact Report.*

No New Information Showing Ability to Reduce Significant Effects in Hollyhills Drain Environmental Impact Report

The analysis above shows that there are no alternatives to the project or additional mitigation measures that must be considered to substantially reduce one or more of the significant effects identified in Hollyhills Drain *Environmental Impact Report.*

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated," as indicated by the checklist on the following pages.

___ Aesthetics	___ Agriculture Resources	_X_ Air Quality
___ Biological Resources	___ Cultural Resources	___ Geology/Soils
___ Hazards & Hazardous Materials	___ Hydrology/Water Quality	___ Land Use/Planning
___ Mineral Resources	_X_ Noise	___ Population/Housing
___ Public Services	___ Recreation	_X_ Transportation/Traffic
___ Utilities/Service Systems	___ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

____ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

____ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

____ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

____ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

_X_ I find that although the proposed project would have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, a supplemental to the Final Environmental Impact Report shall be prepared.

Robin Phillips
Signature

11/17/04
Date

ROBIN PHILLIPS
Printed Name

County of Los Angeles Department of Public Works
For

Attach.

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project specific screening analysis).

2) All answers must take account of the whole action involved including off-site as well as on-site, cumulative as well as project level, indirect as well as direct, and construction as well as operational impacts.

3) "Potential Significant Impact" is appropriate if an effect is significant or potentially significant or if the lead agency lacks information to make a finding of insignificance. If there are one or more "Potential Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.

4) "Less Than Significant With Mitigation Incorporation" applies where the incorporation of mitigation measures has reduced an effect from "Potential Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVIII, "Earlier Analysis," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other California Environmental Quality Act process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVIII at the end of the checklist.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). See the sample question below. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.

ENVIRONMENTAL CHECKLIST FORM

			Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I.	**AESTHETICS** - **Would the project:**					
	a)	Have a substantial adverse effect on a scenic vista?				X
	b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				X
	c)	Substantially degrade the existing visual character or quality of the site and its surroundings?				X
	d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X
II.	**AGRICULTURE RESOURCES** - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:					
	a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				X
	b)	Conflict with existing zoning for agricultural use or a Williamson Act contract?				X
	c)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?				X
III.	**AIR QUALITY** - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
	a)	Conflict with or obstruct implementation of the applicable air quality plan?				X

			Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
	b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X
	c)	Results in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for zone precursors)?				X
	d)	Expose sensitive receptors to substantial pollutant concentrations?			X	
	e)	Create objectionable odors affecting a substantial number of people?			X	
IV.	**BIOLOGICAL RESOURCES - Would the project:**					
	a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
	b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
	c)	Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
	d)	Interfere substantially with the movement of any native resident, migratory fish, or wildlife species; or with established native resident or migratory wildlife corridors; or impede the use of native wildlife nursery sites?				X

			Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
	e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
	f)	Conflict with the provisions of an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or State habitat conservation plan?				X
V.	**CULTURAL RESOURCES - Would the project:**					
	a)	Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?				X
	b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?				X
	c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
	d)	Disturb any human remains, including those interred outside of formal cemeteries?				X
VI.	**GEOLOGY AND SOILS - Would the project:**					
	a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
		i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a know fault? Refer to Division of Mines and Geology Special Publication 42.				X
		ii) Strong seismic ground shaking?				X
		iii) Seismic-related ground failure, including liquefaction?				X
		iv) Landslides?				X
	b)	Result in substantial soil erosion or the loss of topsoil?				X

			Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
	c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				X
	d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
	e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
VII.		**HAZARDS AND HAZARDOUS MATERIALS - Would the project:**				
	a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
	b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
	c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
	d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment?				X
	e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X

			Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
	f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
	g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
	h)	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
VIII.	**HYDROLOGY AND WATER QUALITY-Would the project:**					
	a)	Violate any water quality standards or waste discharge requirements?				X
	b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
	c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
	d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X
	e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				X

			Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
	f)	Otherwise substantially degrade water quality?				X
	g)	Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
	h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
	i)	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
	j)	Inundation by seiche, tsunami, or mudflow?				X
IX.	**LAND USE AND PLANNING-Would the project:**					
	a)	Physically divide an established community?				X
	b)	Conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
	c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
X.	**MINERAL RESOURCES-Would the project:**					
	a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
	b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

			Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XI.		**NOISE-Would the project result in:**				
	a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or ordinance or applicable standards of other agencies?			X	
	b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
	c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
	d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				X
	e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
	f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
XII.		**POPULATION AND HOUSING-Would the project:**				
	a)	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?				X
	b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
	c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

			Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES -						
	a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
		Fire protection?				X
		Police protection?				X
		Schools?				X
		Parks?				X
		Other public facilities?				X
XIV. RECREATION -						
	a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
	b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
XV. TRANSPORTATION/TRAFFIC-Would the project:						
	a)	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
	b)	Exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways?			X	

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	c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
	d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
	e)	Result in inadequate emergency access?				X
	f)	Result in inadequate parking capacity?				X
	g)	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
XVI. <u>UTILITIES AND SERVICE SYSTEMS</u>-Would the project:						
	a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
	b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
	c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
	d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
	e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
	f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
	g)	Comply with Federal, State, and local statutes and regulations related to solid waste?				X

			Potential Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE -						
	a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				X
	b)	Does the project have impacts that are individually limited, but cumulatively Considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)				X
	c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

APPENDIX B[2]

BENEFITS OF MICROTUNNELING

- **Reduced disruption of the community.**
- **Reduced liability for personal injury and property damage.**
- **Increased service life and asset value for the utility owner.**
- **Increased worker safety.**
- **Reduced restoration costs.**
- **Precise installation.**
- **Wet Conditions/Marine Crossings: often the only option.**
- **Faster rate of progress than conventional tunneling.**

[2] http://www.kerrconstruction.com/serv05-mt%20solutions.htm